

DaimlerChrysler AG

Patent claims

5    1. A method for detecting and/or monitoring wheels of a motor vehicle which comprise at least one tire and which are each provided with a memory and transmitter device for tire-specific data which is stored in the form of an electronic data sheet, characterized in that  
10    the electronic data sheet is read out of the memory and transmitter device by means of a receiver device (19), transmitted to a memory and evaluation unit (20) and made available to a further processing functionality (21).

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2. The method as claimed in claim 1, characterized in that the further processing functionality is assigned to a logistic functionality of a vehicle manufacturer or of a service workshop.

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3. The method as claimed in claim 1, characterized in that the further processing functionality is assigned to a driving stability functionality, a velocity decreasing functionality and/or a chassis control functionality.  
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4. The method as claimed in one of claims 1 to 3, characterized in that a measuring and/or quality protocol is assigned to the electronic data sheet.

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5. A system for detecting and/or monitoring wheels of a motor vehicle which comprise at least one tire and which are each provided with a memory and transmitter device for tire-specific data which is stored in the form of an electronic data sheet, said memory and transmitter device interacting with a receiver device for reading in the tire-specific data, characterized in that the receiver device (19) is connected to a memory  
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and evaluation unit (20) which makes available the tire-specific data to a further processing functionality (21).

5 6. The system as claimed in claim 5, characterized in that the further processing functionality (21) is a component of a driving stability functionality (22) of the motor vehicle.

10 7. The system as claimed in claim 5 or 6, characterized in that the further processing functionality (21) comprises a velocity decreasing functionality of the motor vehicle.

15 8. The system as claimed in one of claims 5 to 7, characterized in that the further processing functionality comprises a chassis control functionality of the motor vehicle.

20 9. The system as claimed in one of claims 5 to 8, characterized in that the further processing functionality is a logistic functionality of a vehicle manufacturer or of a service workshop.

25 10. The system as claimed in one of claims 5 to 9, characterized in that the wheels each comprise a pressure-measuring device for a tire (11, 12, 13, 14) which is connected to the respective memory and transmitter device (15, 16, 17, 18).

30 11. The system as claimed in one of claims 5 to 10, characterized in that the wheels each comprise a temperature-measuring device for a tire (11, 12, 13, 4), which device is connected to the respective memory and transmitter device (15, 16, 17, 18).

35 12. The system as claimed in one of claims 5 to 11, characterized in that the memory and transmitter

devices (15, 16, 17, 18) of the wheels are each provided with tire characteristic data and are preferably each embodied as a rewriteable memory.

5 13. The system as claimed in one of claims 5 to 12, characterized in that a one-to-one transmission code is assigned to each of the memory and transmitter devices (15, 16, 17, 18) of the wheels.

10 14. The system as claimed in one of claims 5 to 13, characterized in that the tire-specific data comprises a statement of a position of the respective tire on the motor vehicle, an identification mark of the respective tire, a type of tire, a tire dimension, a design, a  
15 manufacturer, a velocity class, a load-bearing class, a tire profile, material properties, a production works, a country identifier, a manufacturing date and/or a use-by date.